



# HANDOUTS

From previous meeting

July 18, 2006



	Goal	Overall Confirmed to Date (through 6-30-06)
Alexandria	10	11
Arlington	21	81
DC	110	100
Fairfax	40	40
Frederick	4	0
Loudoun	2	8
Montgomery	40	147
Prince George's	26	24
PRTC	6	6
Tri-County	3	3
<b>Total</b>	<b>262</b>	<b>420</b>

DRAFT

	Employment Forecast Goal	New Employer Goal at 5%	New Employer Goal at 10%	New Employer Goal at 15%
Alexandria	0.2	1	1	2
Arlington	6.0	4	8	12
DC	3.0	5	10	15
Fairfax	3.0	2	4	6
Frederick	4.0	4	4	0
Loudoun	1.0	0	1	1
Montgomery	8.0	7	15	22
Prince George's	1.0	1	3	4
PRTC	1.0	1	1	1
Tri-County	0.1	1	1	0

	Total Employer Goal from Forecast	Total Goal for 5%	Total Goal for 10%	Total Goal for 15%
Alexandria	11	12	12	13
Arlington	87	85	89	93
DC	110	110	110	110
Fairfax	43	42	44	46
Frederick	4	4	4	4
Loudoun	9	8	9	9
Montgomery	155	154	162	169
Prince George's	25	25	27	30
PRTC	7	7	7	7
Tri-County	3	4	4	4
<b>Total</b>	<b>454</b>	<b>452</b>	<b>467</b>	<b>485</b>

Note: Employment figures are from intermediate Forecasts Round 7.0a Cooperative Forecasts (thousand) Source: April 25, 06 Memo from Paul DesJardin (May17, TPB Meeting - Item 10) 2.5% is the average of all of the jurisdiction's employment growth rates.

The District of Columbia Goals were revised in FY 2006 and are not slated to change. Frederick County has attained the original goal, therefore a change was not made. Prince George's County had attained its goal earlier than June 30, 2006, therefore increases are shown in each option.

## Revised Goals for Commuter Connections TERMS (2008)

	CC TERMS				Growth Rate = 2.1%		
		Participation	VT	VMT	Participation	VT	VMT
			2005	2005		2008	2008
1	Telework Resource Center	29,966	11,129	226,913	31,854	11,830	241,209
2	Guaranteed Ride Home	34,800	11,847	334,088	36,992	12,593	355,136
3	Integrateed Rideshare	5,574	5,574	146,612	5,925	5,925	155,849
4	Employer Outreach	886	81,150	1,339,818	942	86,262	1,424,227
5	Employer Outreach - Bicycling	85	343	3,431	90	365	3,647
6	Mass Marketing	10,370	7,299	132,861	11,023	7,759	141,231
7	Commuter Operation Center	143,326	9,783	279,055	152,356	10,399	296,635

Note: Figures for Participation, VT, VMT are taken from report '*TRANSPORTATION EMISSION REDUCTION MEASURE (TERM) ANALYSIS REPORT FY 2003-2005*' Jan 17 2006

2.1% Annual Growth Rate is based on 2005 and 2010 Employment Forecast from Round 7.0a figures (MSA Regional)

Employer Outreach participation Rates include employers from the Metrochek/SmartBenefits Program and employers with less than 100 employees.

1. *Employer.*

What is the name of your employer?

Item #8

1a. *Location.*

What is the address of your employer (or worksite)?

2a. What was your work site arrival time yesterday? Please include AM or PM (or what is your usual work

Arrival time?)

2b. What was your work site departure time yesterday? Please include AM or PM.

(or what is your usual work arrival time?)



**3N. Including yourself, how many persons were in the carpool/vanpool?**

**3DP. Were you:**

- 1. driver
- 2. passenger
- 3. dropped off

**4. About how many miles do you usually travel from home to work one way?**

- 0-9
- 10-19
- 20-29
- 30-39
- 40-49
- 50 or more

5. What is your home zip code?

\*\*6. (optional) What is the closest intersection to your home?

Street name 1:

Street name 2:

**DO NOT answer question 7 if you regularly use transit, carpool, vanpool, bicycle or walk to work.**

7. If you usually drive alone to work, would you switch to an alternative commute mode

(i.e. transit, carpool, vanpool, bicycle) if you were offered the following:

	1. Yes	2. No
A guaranteed ride home in an emergency	<input type="checkbox"/>	<input type="checkbox"/>
Flextime	<input type="checkbox"/>	<input type="checkbox"/>
A monthly transit benefit	<input type="checkbox"/>	<input type="checkbox"/>
A monthly vanpool benefit	<input type="checkbox"/>	<input type="checkbox"/>
Free parking for carpool/vanpool	<input type="checkbox"/>	<input type="checkbox"/>
Telework/Telecommuting	<input type="checkbox"/>	<input type="checkbox"/>
Free assistance to find carpool/vanpool	<input type="checkbox"/>	<input type="checkbox"/>
Compressed work week	<input type="checkbox"/>	<input type="checkbox"/>
Transit route and schedule information	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle storage/shower facilities	<input type="checkbox"/>	<input type="checkbox"/>

Other (Please specify) \_\_\_\_\_

\*\*\* (Optional) 8. How much do you pay each month to park at your worksite?

- 1. \$0
- 2. \$1-\$20
- 3. \$21-\$40

- 4. \$41-\$60
- 5. \$61-\$80
- 6. \$81-\$100
- 7. \$100+

\*\*\***(Optional) 9. How much does your *employer* pay for your transit, carpool, vanpool, bicycling,**

**or walking commuting expenses each *month*?**

- 1. \$0
- 2. \$1-\$20
- 3. \$21-\$40
- 4. \$41-\$60
- 5. \$61-\$80
- 6. \$81-\$100
- 7. \$100+

**10. Your comments regarding your commute to work:**

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**Thank you for taking the time to complete this survey. Select Submit Survey now to send your responses to us.**



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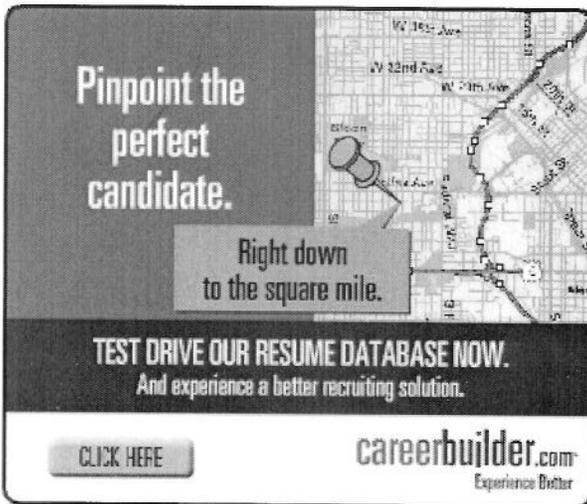
## Maryland study touts telecommuting

Washington Business Journal - 5:12 PM EDT Thursday by [Matt Kinnear](#) Contributing Writer

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U.S. workers waste nearly \$4 billion by refusing to telecommute, a recent survey found.

The National Technology Readiness Survey, sponsored by the Robert H. Smith School of Business at the **University of Maryland** and Rockville research firm **Rockbridge Associates**, found that although many workers are given the chance to telecommute, very few actually do. And it's costing them money and time.



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The survey found that \$3.9 billion could be saved if everyone with the potential to telecommute did so 1.6 days a week. This amount was determined based on driving an average of 20 miles per day and getting 21 miles per gallon at \$2.89 per gallon.

"With national gas prices hovering near \$3 a gallon, American workers could suffer less pain at the pump if they took advantage of workplace telecommuting policies," says Roland Rust, executive director of the Center for Excellence in Service, in a statement.

The survey also found that 25 percent of respondents had employers that supported telecommuting, but only 11 percent are actually

doing so.

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"It seems the professional and social environment of the workplace wins out over money and time savings," says Charles Colby, president of Rockbridge, in a statement. "Though a fourth of the population could be working from home, most American workers still choose the office environment for the majority of their workweek."

A 2005 Census Bureau study found that workers spend more than 100 hours a year commuting to work. Marylanders on average spend 30.2 minutes traveling to their jobs, second only to New York residents, who travel 30.4 minutes. The average commuter spends \$668 a year on gas, according to the Energy Information Administration.

Only 2 percent of adults who telecommute work full time. An additional 9 percent telecommute part time and 8 percent have home-based businesses.

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# WASHINGTON BUSINESS JOURNAL

BUSINESS PULSE SURVEY: Are you looking for a new job?

Economic development

## Mont. Co. dips tax-credit toe in teleworking pool

Washington Business Journal - July 7, 2006 by Joe Coombs Senior Staff Reporter

It took more than four years, but Montgomery County has finally offered its first carrot to encourage businesses to set up teleworking programs.

A new law gives companies a tax credit of up to \$2,000 to help purchase computers used for working at home.

The county has \$100,000 available for the program this year, and funds will increase to \$175,000 next year and \$250,000 in 2008, says Howard Denis, a Montgomery County councilman who sponsored the initiative.

The legislation was modeled after a 2002 Maryland law that allows counties to offer tax credits for teleworking.

"We had some delays, due to the definition of telework and the wording in the bill," Denis says. "But to me, this is huge. This is an area where the private sector has led the way, and the government has only begun to appreciate it in the last few years."

Montgomery County businesses seeking the tax credit have to certify that the computer is used at home at least 78 days per year, or 1.5 days a week. To be eligible this year, the computer must have been purchased after Dec. 31, 2005, and employers must apply for the credit within one year of the computer's purchase.

California, New Jersey and Georgia are among states that have passed telework legislation similar to Maryland's, says Bill Mularie, CEO of the Herndon-based Telework Consortium ([www.teleworkconsortium.org](http://www.teleworkconsortium.org)), a government-funded nonprofit that consults on teleworking and has several pilot projects in the public and private sectors.

Even though financial incentives are helpful, the real roadblock to telework isn't a matter of money, Mularie says.

"It's a matter of changing the culture of the workplace," he says. "Telework is disruptive, in terms of what we have learned about work in the last 100 years. Work has always been associated with driving to a place, and telework violates that core belief system. When we talk to agencies and corporations about the benefits of telework, we spend as much time on the culture aspect as we do about the cost savings and technology."

Teleworking in the U.S.

- 45.1 million of the 135.4 million workers in the U.S. worked from home at some point in

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2005.

- 26.1 million people worked from home at least one day a month.
- 22.2 million people worked from home at least one day a week.
- The federal government and the white-collar work force use 31.1 million and 583.3 million gallons of gas, respectively, commuting five days a week. If those workers were allowed to telework two days a week, gas consumption would be reduced weekly by 12.4 million gallons for the federal government and 233.3 million gallons for the white-collar work force.

Source: **International Telework Association** and Council, 2005 survey

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